In the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. – 17. **(Canceled)**

18. **(Currently Amended)** An outboard motor comprising:

a rigid midsection having at least one midsection cover;

the midsection cover having a first contour,

~~defining~~ a first volume defined between the midsection and the midsection cover;

a first silencer filling a majority of the first volume;

an engine supported on the midsection;

an engine cover having a second contour,

~~and defining~~ a second volume defined between the engine and the engine cover; and

a second silencer disposed in the second volume between the engine and the engine cover and shaped to substantially match the contour of the cover.

19. **(Original)** The outboard motor of claim 18 wherein the first silencer is comprised of a material having a density that is greater than a density of a material of the second silencer.

20. **(Original)** The outboard motor of claim 19 wherein the density of the material of the first silencer is at least fourteen pounds per cubic foot.

21. **(Original)** The outboard motor of claim 19 wherein the density of the material of the second silencer is at least two pounds per cubic foot.

22. **(Original)** The outboard motor of claim 18 wherein the second silencer further comprises a recess having a contour that generally matches a contour of the engine.

23. **(Original)** The outboard motor of claim 18 wherein the first and the second silencer are waterproof.

24. **(Original)** The outboard motor of claim 23 wherein the first silencer is more waterproof than the second silencer.

25. **(Original)** The outboard motor of claim 22 wherein a variable distance is maintained between a surface of the recess and a surface of the engine.

26. **(Currently Amended)** The outboard motor of claim 18 further comprising a second midsection cover having a contour ~~defining,~~ a third volume defined between the second midsection cover and the midsection and having a third silencer disposed therein.

27. **(Original)** The outboard motor of claim 26 wherein the third silencer has a contour that substantially matches a contour of the third volume.

28. **(Original)** The outboard motor of claim 27 wherein the third silencer is comprised of a material having a density that is greater than a density of the second silencer.

29. **(Original)** The outboard motor of claim 18 incorporated into a watercraft.

30. **(Original)** The outboard motor of claim 18 wherein the outboard motor emits approximately 83 decibels while operated at approximately 4600 RPM.

31. **(Original)** The outboard motor of claim 18 wherein the outboard motor emits approximately 89 decibels while operated at approximately 5400 RPM.

32. **(Original)** The outboard motor of claim 18 wherein the outboard motor emits approximately 55 decibels while operated at approximately 500 RPM.

33. **(Original)** The outboard motor of claim 18 wherein the outboard motor emits approximately 79 decibels while operated at approximately 3450 RPM.

34. – 40. **(Canceled)**

41. **(Currently Amended)** An outboard motor comprising:

a midsection configured to be mounted on a transom of a boat;

an engine ~~attached to a~~ supported on the midsection;

a gear case connected below the midsection;

a propeller shaft housed in the gear case and operatively connected to the engine;

a propeller driven by the engine via the propeller shaft to propel the boat;

a cover disposed about the engine and enclosing a volume therebetween, an inner surface of the cover and an outer surface of the engine together defining a shape of the volume; and

a vibro-acoustic treatment disposed within the volume and shaped to substantially match the shape of the volume.

42. **(Original)** The outboard motor of claim 41 further comprising a first lower unit cover constructed to enclose a portion of the midsection and define a volume therebetween.

43. **(Previously Presented)** The outboard motor of claim 42 further comprising another vibro-acoustic treatment shaped to substantially match the volume between the first lower unit cover and the midsection.

44. **(Previously Presented)** The outboard motor of claim 43 further comprising a second lower unit cover constructed to enclose another portion of the midsection and defining a volume therebetween and a third vibro-acoustic treatment shaped to substantially match the volume between the second lower unit and the midsection.

45. **(Original)** The outboard motor of claim 44 wherein the midsection is circumferentially enclosed by the vibro-acoustic treatments positioned thereabout.

46. **(Original)** The outboard motor of claim 41 wherein the vibro-acoustic treatment is integrally formed and has an exterior surface that has a density that is greater than a density of an interior surface.

47. **(Original)** The outboard motor of claim 46 wherein the exterior surface of the vibro-acoustic treatment is non-absorbent.

48. **(Original)** The outboard motor of claim 41 wherein the vibro-acoustic treatment has an average density of at least two pounds per cubic foot.

49. **(Currently Amended)** An outboard motor comprising:

a midsection configured to be mounted on a transom of a boat;

an engine supported on the midsection;

a gear case connected below the midsection;

a propeller shaft housed in the gear case and operatively connected to the engine;

a propeller driven by the engine via the propeller shaft to propel the boat;

an upper motor cover disposed about [[an]] the engine;

~~a midsection supporting the engine;~~

a lower motor cover disposed about the midsection and forming a volume therebetween, an inner contour of the lower motor cover and an outer contour of the midsection together defining a shape of the volume; and

a shaped lower silencer having a shape that substantially matches the shape of the volume, the shaped lower silencer being disposed in the volume.

50. **(Original)** The outboard motor of claim 49 further comprising another lower motor cover disposed about the midsection and enclosing a volume therebetween.

51. **(Previously Presented)** The outboard motor of claim 50 further comprising another shaped lower silencer having a shape that substantially matches a shape of the volume between the another lower cover and the midsection.

52. **(Previously Presented)** The outboard motor of claim 49 wherein the shaped lower silencer has a density of approximately twenty-two pounds per cubic foot.

53. **(Previously Presented)** The outboard motor of claim 49 further comprising a shaped upper silencer having a shape that substantially matches a shape of a volume between the upper motor cover and the engine.

54. **(Previously Presented)** The outboard motor of claim 53 wherein the shaped upper silencer has a density of at least four pounds per cubic foot.

55. **(New)** An outboard motor comprising:

a midsection configured to be mounted on a transom of a boat;

an engine supported on the midsection;

a gear case connected below the midsection;

a propeller shaft housed in the gear case and operatively connected to the engine;

a propeller driven by the engine via the propeller shaft to propel the boat;

at least one midsection cover disposed around the midsection, the midsection cover having a first contour;

a first volume defined between the midsection and the midsection cover;

a first silencer disposed in the first volume, the first silencer being snugly positioned about the midsection, the first silencer filling a majority of the first volume;

an engine cover having a second contour,

a second volume defined between the engine and the engine cover; and

a second silencer disposed in the second volume between the engine and the engine cover and shaped to substantially match the contour of the cover.

56. **(New)** An outboard motor comprising:

a midsection configured to be mounted on a transom of a boat, the midsection having an exhaust housing;

an engine supported on the midsection;

a gear case connected below the midsection;

a propeller shaft housed in the gear case and operatively connected to the engine;

a propeller driven by the engine via the propeller shaft to propel the boat;

at least one midsection cover disposed around the midsection, the at least one midsection cover having a first contour;

a first volume defined between the exhaust housing and the midsection cover;

a first silencer disposed in the first volume, the first silencer filling a majority of the first volume;

an engine cover having a second contour,

a second volume defined between the engine and the engine cover; and

a second silencer disposed in the second volume between the engine and the engine cover and shaped to substantially match the contour of the cover.